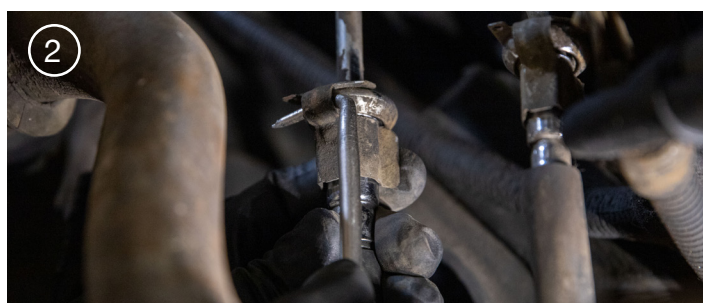


1. Disconnect battery to disable electrical system of the car.

2. Release existing fuel pressure currently in the lines. Accomplish this by covering the schraeder valve port with rag and depressing plunger to release pressure. The rag will help soak up any fuel that escapes from the port. (Figure 1)



3. Use a small screwdriver or pry tool to remove the factory fuel line safety clips from connection joints. (Figure 2)



4. Use spring lock quick disconnect tools to release the retaining springs, then twist and pull at the joint to separate the connection. *(Be prepared to contain fuel with a shop towel and a catch pan.)* (Figure 3)



5. Remove factory plastic fuel hose from metal line. Use a sharp razor knife to cut through the factory plastic flex hose. This will allow you to peel back the hose and expose the factory barb connection on the metal fuel lines. (Figure 4)



6. Slide an included hose clamp over the new fuel injection hose and fully seat hose on to factory barbed connection. Repeat this step for both the supply and return hose. Once hoses are fully seated on the metal lines, use a 7mm socket to tighten the hose clamps to secure the hose connection in place.

7. Lube the O-Rings on the male section of the factory spring lock connector. (Figure 5)

8. Install the new 5.0 Resto quick connect fittings onto the factory spring lock connectors that are attached to the metal supply lines located on the engine. (Figure 6)

9. Route the new rubber fuel injection hose along the same path the factory lines traveled. Cut the hose to your desired length in order to provide adequate slack in the hose so that they are not in a bind once installed. *(Make sure that these hoses do not come into contact with any sharp objects or exhaust components that could potentially damage the new lines.)* (Figure 7)

10. Slip another supplied hose clamp over the new lines and fully seat the loose end of the hose onto the new 5.0 Resto quick connect barbed fitting. Once fully seated into place, use a 7mm socket to tighten down the clamp. Repeat this step for the other line. (Figure 8-9)

11. Re-connect battery to enable operation of electrical system. Once connected, cycle the key on and off a few times to prime the fuel pump and check for any leaks at any of the connection joints.



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